

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 08/31/1995

ANC95FA008 File No. 1931	11/04/1994	ANCHORAGE, AK	Aircraft Reg No. N611FE	Time (Local): 11:25 AST		
Make/Model:	Mcdonnell Douglas / MD-11/F			Fatal	Serious	Minor/None
Engine Make/Model:	Ge / CF6-80C2DIF		Crew	0	0	2
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	3					
Operating Certificate(s):	Supplemental					
Name of Carrier:	FEDERAL EXPRESS, INC					
Type of Flight Operation:	Non-scheduled; International; Cargo					
Reg. Flight Conducted Under:	Part 121: Air Carrier					
Last Depart. Point:	KANSAS, JP			Condition of Light:	Day	
Destination:	Same as Accident/Incident Location			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport/Airstrip			Basic Weather:	Visual Conditions	
Airport Name:	ANCHORAGE INTERNATIONAL			Lowest Ceiling:	11000 Ft. AGL, Broken	
Runway Identification:	6R			Visibility:	20.00 SM	
Runway Length/Width (Ft):	10897 / 150			Wind Dir/Speed:	160 / 003 Kts	
Runway Surface:	Asphalt			Temperature (°C):	-2	
Runway Surface Condition:	Dry			Precip/Obscuration:		
Pilot-in-Command	Age: 54			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	12084	
Airline Transport; Multi-engine Land				Last 90 Days:	Unk/Nr	
				Total Make/Model:	1216	
Instrument Ratings				Total Instrument Time:	Unk/Nr	
Airplane						

ACCORDING TO THE FLIGHT DATA RECORDER, WHEN 50 DEGREES OF FLAPS WERE SELECTED AT 985 FEET AGL, THE FIRST OFFICER, WHO WAS FLYING THE AIRPLANE, DID NOT STABILIZE THE APPROACH. THE PITCH ATTITUDE OF THE AIRPLANE VARIED APPROXIMATELY 2 DEGREES WITH CORRESPONDING ELEVATOR POSITION CHANGES. AT 40 TO 50 FEET THE PITCH ATTITUDE OF THE AIRPLANE WAS DECREASING. THE CAPTAIN STATED HE FELT A HIGHER THAN NORMAL RATE OF DESCENT AT 20 FEET SO HE GRABBED THE YOKE AND PULLED BACK. THE AIRPLANE LANDED HARD, BOUNCED, AND OSCILLATED AT LEAST THREE TIMES, REACHING A MAXIMUM PITCH UP ATTITUDE OF 12.3 DEGREES. THE TAIL STRUCK THE RUNWAY DURING THE OSCILLATIONS. THE CAPTAIN DID NOT USE VERBAL INSTRUCTIONS AS REQUIRED BY THE FLIGHT MANUAL AND COMPANY PROCEDURES, WHEN TAKING CONTROL OF THE AIRPLANE. BOTH PILOTS WERE MANIPULATING THE CONTROLS DURING THE BOUNCED LANDING RECOVERY.

Brief of Accident (Continued)

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Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) AIRCRAFT CONTROL - INADEQUATE - COPILOT/SECOND PILOT
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - COPILOT/SECOND PILOT
3. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - FLIGHTCREW

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
THE FLIGHT CREW'S IMPROPER RECOVERY FROM A BOUNCED LANDING. FACTORS ASSOCIATED WITH THE ACCIDENT ARE THE FIRST OFFICER'S LACK OF FAMILIARITY WITH THE AIRPLANE, HIS FAILURE TO STABILIZE THE APPROACH, AND THE CAPTAIN'S DELAYED REMEDIAL ACTION.